273.8
B.23

ESTABLISHED 1878.
INCORPORATED 1883.

The Barber Asphalt Paving Co.

1893

THE

BARBER ASPHALT PAVING CO.

COLUMBIAN YEAR,

1893.

Columbus discovered

TRINIDAD

on his third voyage

in 1498.

5595

Genuine Trinidad

Asphalt Pavements.

1893.

THE MATTHEWS-NORTHRUP CO., COMPLETE ART-PRINTING WORKS, BUFFALO, N. Y. 14830

RB
HD
9582
.A7
B27

The road is the creation of man and a type of civilized society.

The Trinidad Asphalt pavement is the greatest boon to civilization.

IT IS THE STANDARD PAVEMENT OF AMERICA.

THE

BARBER ASPHALT PAVING CO.

THE Barber Asphalt Paving Company has laid, during the last fifteen years, asphalt pavements to the following extent, viz.:

CITIES.	SQ. YDS.
Washington,	939,077
Baltimore,	31,188
Philadelphia,	81,864
New York,	408,424
Long Island City,	4,000
Newark,	63,524
Long Branch,	14,930
Boston,	97,834
Newport,	4,138
Albany,	73,145
Schenectady,	9,362
Lockport,	13,701
Buffalo,	2,117,275
Scranton,	137,535
Wilkes-Barre,	131,287
Reading,	1,852
Harrisburg,	59,178
Altoona,	52,586
Dunkirk,	909
Erie,	138,040
Youngstown,	54,257
Fort Wayne,	35,723
Chicago,	279,972
Cicero,	23,177
Omaha,	459,334
Denver,	173,712
St. Joseph,	120,363
Topeka,	194,633
Kansas City,	211,911
Westport,	20,133
Wyandotte,	29,652
Wichita,	56,176
St. Louis,	111,124
Louisville,	129,015
New Orleans,	152,759
Total,	6,431,790

Or an equivalent to 421⅔ miles of roadway, 26 feet wide.

In order to give an idea of the extent of this work, it may be stated that the asphalt pavements of Europe have approximately the following area:

London	360,000	square yards.
Paris	385,351	" "
Berlin	1,036,176	" "
Other Cities (estimated)	251,673	" "
Total	2,033,200	" "

Or less than one third of the amount laid by this company.

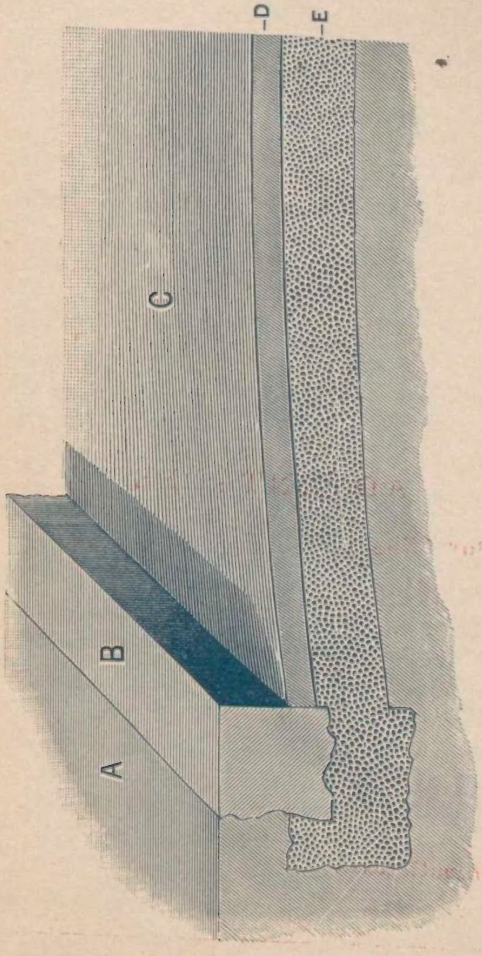
A detailed list of all streets paved by this company will be found in the following pages.

The cities before named contain the extreme range of climate within the United States and every variety of traffic. In some cities the pavement is kept perfectly clean, either by the authorities or by the householders; in other cities it is extremely dirty. It has been laid (at the special request of property owners) on gradients as high as 7½ feet in 100; but it is not usually recommended on grades of more than 4½ feet in 100. Its successful use, under these widely varying conditions, and the increasing amounts of it laid year by year, induce the belief that it is not only THE STANDARD PAVEMENT OF AMERICA, but that at an early day it will supersede all other varieties of pavement on the majority of streets.

All pavements laid by this Company are kept in perfect repair during a period of five years from date of completion, without extra expense. At the end of this period the Company is prepared to take maintenance contracts for a further term of years at an extremely low price per year, the exact figure being determined by the traffic and cleanliness, as shown during the first five years. In this manner the rapid deterioration of pavements which are not kept in order is avoided, and a system is presented under which taxpayers can secure smooth and attractive roadways AT ALL TIMES during a long term of years.

CONSTRUCTION.

The pavement consists of a concrete foundation six inches thick, and an asphalt wearing surface two and a half inches thick. The following cut shows the construction:



A—Sidewalk.
B—Curb.
C—Asphalt Roadway.

D—Wearing Surface, 2½ inches.
E—Foundation of Hydraulic Cement. Concrete, 6 inches.

A solid foundation is indispensable to any good pavement. When the pavement is entirely new the best and most economical form is concrete, made of hydraulic cement, sand, and broken stone. In many cases existing pavements can be used as a foundation for asphalt. This has been done with entire success on the old Belgian block paving in New York and Washington, and on old Macadam pavements in New York, Chicago, Buffalo and elsewhere.

The wearing surface is a mixture of refined asphalt (obtained from the famous asphalt lake in the Island of Trinidad) with sand, limestone and petroleum oil, in certain proportions, derived from long experience and careful observation. These proportions are slightly varied, according to the varying conditions of climate and traffic. The materials are thoroughly incorporated at the proper temperature by suitable machinery, and are then brought to the street while still hot, spread on the foundation by means of iron rakes, and then thoroughly compressed and compacted by a heavy steam roller. The pavement is ready for use on the morning after it is laid.

ADVANTAGES.

1st. Durability.—Asphalt is the most durable of smooth pavements and the smoothest of durable pavements. It is, in reality, a sandstone, the asphalt acting only as a cement to hold the particles of sand together, and it has a greater durability than ordinary sandstone, owing to the ductile nature of the cementing material. It is not as durable as granite, but is far more durable than wood or brick. Many streets paved with Trinidad Asphalt are now in perfect order after ten years' use without ever having been repaired.

2d. Smoothness.—The smooth and uniform surface of the asphalt reduces the force of traction to one third or

one fifth as compared with various stone pavements, and one twelfth as compared with gravel roads; it increases the carrying power of horses by corresponding amounts from three to twelve fold; it saves from one third to one half of the repairs of vehicles due to the wear and tear resulting from the incessant blows of stone pavement, and the mud of macadam and gravel roads; it adds to the comfort of every person who rides in a carriage.

3d. Health.—The joints of Belgian and cobble pavements are the receptacles for the manure and urine which are dropped on the street, and which putrify under the combined effects of moisture and heat, giving forth unhealthy vapors. The cleaning of the street does not remove these offensive matters, as the brooms pass over the surface and not into the joints. The upper layer of macadam and gravel roads is thoroughly impregnated with the same kind of filth. The vegetable fibre of wood pavements also absorbs the street filth in the same manner, and, in addition, gives out the foul odors arising from its own decay. On asphalt pavements there are no joints; the pavements are easily cleaned, and when cleaned every particle of foreign matter is removed from them. The materials of which they are composed are all of mineral origin, and are not subject to decay.

4th. Safety.—The result of a long series of recorded observations in ten different cities, during 192 days, in which over 800,000 horses were observed, showed that on an average a horse traveled 583 miles before falling on asphalt, and only 413 miles before falling on stone; or, in other words, that for the same distance traveled there were 41 per cent. more accidents on stone than on asphalt. The gritty surface of the Trinidad Asphalt Pavement, due to the combination of sand and bitumen, is incapable of taking the polish which make stone pavements so slippery. It dries quickly after a rain, and thus escapes the damp,

greasy condition which renders wood so slippery. This same gritty character makes it essentially different from the French and Sicilian asphalt pavements, made of fine grained bituminous limestone. The French pavement has not been extended of late years in Paris and in London on account of its slipperiness; it was distinctly rejected, after full trial, in Washington, for this same reason, while the Trinidad pavement has attained a development of 75 miles in that city. *The recorded accidents among 61,000 horses passing over Madison Avenue, New York, in four weeks during the year 1891, were 4 falls on Trinidad pavement near 27th Street, and 233 on the Sicilian asphalt near 39th Street.* The exact figures of the traffic record referred to are as follows:

The record was taken in both cases during the same four weeks, beginning January 19th, 1891, and ending February 14th (omitting Sundays), on Madison Avenue; that on the Trinidad pavement being at 27th Street, and on the Sicilian pavement at 39th street. The grade of both pavements is substantially the same—if anything, being in favor of the Sicilian, and the conditions as to the weather were, of course, exactly the same. The following results were obtained, being verified by affidavit of the parties taking the records: Out of 71,831 vehicles (not horses) passing over the Trinidad pavement, there were only 4 accidents to horses, of which there was no complete fall. Out of 61,493 vehicles passing over the Sicilian pavement, there were 233 accidents to horses, of which 143 were complete falls.

5th. Noiselessness.—The Trinidad Asphalt Pavement is almost noiseless; the horses' hoofs make a slight click as they touch the surface, but the wheels of the vehicles make no perceptible sound. The intolerable noise of stone pavement is known to every one. It is declared by leading physicians to be the principal cause of the nervous diseases so prevalent among residents of large cities.

6th. Popularity.—The final test of the relative merits of different classes of *durable* pavements is the relative amount of traffic which they attract under similar circumstances. In St. Louis two streets, parallel, adjacent, and

similar in every respect, were paved in 1883, one with Trinidad Asphalt and the other with the best quality of granite blocks with tar cement in the joints. In 1885 the *recorded traffic on the granite street was 308 vehicles per diem, and on the asphalt 3,247 vehicles.* Similar results have followed in Washington, Buffalo, Louisville, Omaha, and every city where the Trinidad Asphalt has been placed in direct competition with stone pavements. In Omaha two parallel streets were paved in 1882, one with asphalt and the other with stone. In 1890 the majority of the property owners petitioned to have the stone removed, on the ground that it has injured their business and depreciated their property, and asphalt substituted for it at their own expense.

7th. Cost.—The Trinidad Asphalt is laid at less cost than the best quality of granite or Belgian pavement, or of wood on concrete; and although its first cost is greater than that of the cheap varieties of wood laid on sand, yet the rapid decay and frequent renewals of wood make the wood pavement much more expensive in the end.

Considering all the elements that enter into the construction and use of a pavement—its cost, durability, smoothness, cleanliness and safety—the Trinidad Asphalt Pavement is the best and cheapest pavement that has ever been laid. It is the only pavement which in this country can to-day show nearly 800 miles of surface in first-class order. It is the standard pavement of America.

DETAILED STATEMENT 6

SHOWING THE EXTENT OF

GENUINE TRINIDAD ASPHALT PAVEMENTS

LAID BY

The Barber Asphalt Paving Company

IN CERTAIN CITIES IN THE UNITED STATES.

JANUARY 1, 1893.

WASHINGTON, D. C.

Year.	Street.	Limits.	Sq. Yds.	Total.
1878	F n. w. ..... *a*	5th and 7th	2,359	
	6th n. w. ..... *a*	E and F.	1,313	
	11th n. w. ..... *a*	D and E.	2,500	
	12th n. w. ..... *a*	Penna. Ave. and E	1,292	
	13th n. w. ..... *a*	B and C.	1,759	
	Vermont Ave. n. w. .. *a*	Intersection of N.	602	
	M n. w. ..... *a*	6th and 14th	13,140	
	3d n. w. ..... *a*	L and N. Y. Ave.	2,685	
	13th n. w. ..... *a*	Intersection of N.	614	
	14th n. w. ..... *a*	H and M.	5,682	
	Pa. Ave. s. e. ..... *a*	1st and 2d.	4,065	
	Pa. Ave. s. e. ..... *a*	Intersection of 2d.	1,138	
	E n. w. ..... *a*	5th to 11th	9,323	
1879	B s. w. ..... *a*	6th to 14th	12,840	40,478
	E n. w. ..... *a*	N. J. Ave. and 4th	4,932	
	F n. w. ..... *a*	1st and 4th	4,382	
	I n. w. ..... *a*	9th and 10th	2,000	
	M n. w. ..... *a*	18th and N. H. Ave	6,084	
	9th n. w. ..... *a*	P and Boundary	6,147	
	17th n. w. ..... *d*	Penna. Ave. and F.	1,905	
	18th n. w. ..... *a*	Intersection of G.	263	
	N. H. Ave. n. w. ..... *a*	Penna. Ave. and M.	6,902	
	Pa. Ave. s. e. ..... *a*	2d to 4th	4,458	

a Trinidad Asphalt, laid in place of Wood.
b " " " " Stone.
c " " " " French Rock Asphalt.
d " " " " Coal Tar and Vulcanite.
e " " " " Macadam.
g " " " " Asphalt Blocks.
h " " laid on Macadam foundation.
i " " " Stone block foundation.
k " " " Coal Tar foundation.
l " " " Asphalt block foundation.

WASHINGTON, D. C.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Totals.
1879	Pa. Ave. s. e. ..... *a*	4th to 7th	6,126	
	Pa. Ave. n. w. ..... *d*	15th and 18th	15,958	
	N. n. w. ..... *a*	9th to 14th	6,802	
	10th n. w. ..... *a*	K and M	3,368	
	Mass. Ave. n. w. ..... *a*	9th to 13th	9,920	
	I n. ..... *a*	5th to 8th	4,210	
	F s. ..... *a*	4½ to 7th	4,206	
	1st e. ..... *a*	A and B	2,343	
				103,026
1880	A n. e. ..... *a*	1st and 2d	2,788	
	A s. e. ..... *a*	1st and 2d	2,261	
	D n. w. ..... *a*	Intersection of 3d	436	
	N n. w. ..... *a*	32d to 35th	5,689	
	N n. w. ..... *a*	30th to 32d	3,525	
	10th n. w. ..... *a*	F and G	956	
	Pa. Ave. n. w. ..... *a*	23d and 24th	1,225	
	G s. w. ..... *d*	4½ to 11th	10,007	
				26,887
1881	F n. w. ..... *a*	17th and 18th	2,856	
	H s. w.	4½ to 7th	3,471	
	M n. w. ..... *a*	14th to 16th	4,573	
	12th n. w. ..... *a*	N and O	1,522	
	16th n. w. ..... *a*	H and Scott Square	12,450	
	18th n. w. ..... *d*	Penna. Ave. and E.	4,895	
	19th n. w. ..... *a*	N and Dupont Circle	2,409	
	La. and Ind. aves. n. w. *a*	3d and 7th	4,054	
	Vermont Ave. n. w. *c*	P to R.	6,103	
	E s. w. ..... *b*	4½ to 7th	3,805	
	I n. w. ..... *b*	17th to 18th	2,672	
	6th n. w. ..... *a*	N. Y. Ave. and Boundary.	16,636	
	15th n. w. ..... *a*	Iowa Circle to Corcoran...	2,126	
				67,575
1882	C n. w. ..... *a*	3d to 4½	2,054	
	D s. e. ..... *a*	2d to 3d	1,454	
	M n. w. ..... *a*	21st to 26th	9,171	
	2d s. e. ..... *a*	Penna. Ave. to D.	4,900	
	5th s. e. ..... *a*	E. Capitol to Penna. Ave.	4,916	
	14th n. w. ..... *a*	M to Boundary	15,662	
	16th n. w. ..... *a*	Scott Square to R.	10,818	
	N. H. Ave. n. w. ..... *a*	M to P	10,047	
	N. J. Ave. n. w. ..... *a*	D to L	21,634	
	Pa. Ave. s. e. ..... *a*	2d to 8th	14,556	
	Pa. Ave. n. w. ..... *d*	15th to 15½	1,586	
	33 I n. w. ..... *a*	N to P	2,050	
	Pa. Ave. n. w. ..... *d*	24th to 26th	4,145	
				102,999

WASHINGTON, D. C.—CONTINUED.

Year	Street.	Limits.	Sq. Yds.	Total.
1883	H n. w. ..... *a*	3d to 4th.....	784	
	H s. w.	7th to 9th	2,138	
	L n. w. ..... *d*	6th to 8th.....	2,645	
	L n. w. ..... *d*	20th to 25th.....	8,141	
	N n. w. ..... *a*	5th to 9th.....	4,154	
	O n. w. ..... *a*	16th to 17th.....	1,607	
	O n. w. ..... *a*	Vermont Ave. to 13th.....	481	
	P n. w. ..... *a*	9th to 15th.....	8,159	
	Q n. w.	Vermont Ave. to 14th.....	2,806	
	1st n. w. ..... *a*	Md. Ave. to Penna. Ave..	4,539	
	8th n. w. ..... *a*	G to I.....	4,888	
	8th n. w. ..... *a*	N to R.....	6,493	
	9th n. w. ..... *a*	P to R. I. Ave.....	1,583	
	10th n. w. ..... *a*	O to R.....	4,433	
	12th n. w. ..... *a*	O to R. I. Ave.....	1,856	
	16th n. w. ..... *a*	R to Boundary.....	13,391	
	30th n. w.	N to P.....	2,932	
	Mass. Ave. n. w. ..... *a*	4th to 7th.....	3,108	
	Maryland Ave. s. w. .. *a*	1st to 3d.....	3,394	
	Penn. Ave. s. e. ..... *e*	8th to 11th.....	5,320	
	R. I. Ave. n. w. ..... *a*	5th to 9th.....	8,120	
	North Capitol..... *b*	B to C.....	2,700	
	East Capitol.....	4th to 11th.....	6,989	
				101,141
1884	H n. w. ..... *b*	14th to 15th	1,734	
	H n. w. ..... *b*	16½ to 19th	5,451	
	I n. w. ..... *b*	2d to 5th.....	5,803	
	L n. w. ..... *a*	Penna. Ave. to 26th.....	483	
	P n. w. ..... *a*	New Jersey Ave. to 9th...	5,105	
	P n. w. ..... *a*	15th to 18th	8,075	
	R n. w. ..... *a*	9th to 14th.....	7,637	
	3d s. w.	B to Virginia Ave.....	5,889	
	13th n. w.	Corcoran to T.....	4,272	
	New Jersey Ave. n. w *a*	L to New York Ave.....	3,668	
	Potomac n. w. ..... *b*	Prospect to O.....	1,839	
				50,016
1885	B n. e.	4th to 6th	2,253	
	C n. w. ..... *a*	4½ to 7th.....	4,604	
	I n. w. ..... *b*	8th to 9th	755	
	O n. w.	29th to 32d.....	4,829	
	3d s. w.	Virginia Ave. to F.....	2,303	
	5th n. w. ..... *b*	D to G.....	4,259	
	6th n. w. ..... *b*	Mo. Ave. to La. Ave.....	5,078	
	10th n. w. ..... *b*	D to E.....	1,544	
	15th n. w. ..... *a*	S to U.....	3,768	
	22d n. w. ..... *a*	K to M.....	2,782	
				32,175

WASHINGTON D. C.—CONTINUED.

Year.	Street.	Limits.	Sq. Yds.	Total.
1886	I n. w. ..... *b*	18th to Penna. Ave.	5,537	
	Indiana Ave. n. w. ... *b*	1st to 3d.	8,530	
				14,067
1887	A n. e.	4th to 7th.	4,206	
	B n. e.	6th to Mass. Ave.	2,250	
	E n. w.	N. J. Ave. to No. Capitol.	2,494	
	F n. w.	N. J. Ave. to No. Capitol.	2,962	
	G n. w.	N. J. Ave. to No. Capitol.	3,802	
	O n. w.	30th to Valley.	3,943	
	Q n. w.	Valley to 32d.	1,067	
	31st n. w. ..... *b*	K to M.	1,209	
	35th n. w.	P to Q.	1,558	
	Mass. Ave. n. w.	N. J. Ave. to No. Capitol.	5,143	
	North Capitol.	Mass. Ave. to I.	7,457	
	North Capitol.	E to Mass. Ave.	3,856	
	Dunbarton n. w.	28th to 32d.	3,609	
				43,556
1888	Boundary n. w. ..... *e*	7th to New Jersey Ave. ...	7,207	
	New York Ave. n. w. *e*	7th to New Jersey Ave. ...	14,108	
	O n. w.	35th to College Gate.	2,398	
	Penn. Ave. s. e. ..... *e*	8th to 11th s. s.	5,400	
	R. I. Ave. n. w.	5th to New Jersey Ave. ...	2,313	
	8th n. w.	S to Boundary	3,624	
	30th n. w. ..... *e*	P to Q.	1,282	
	Executive Ave. n. w. ..	S. and W. of Treas. Dep.	5,601	
	Q n. w.	28th to 30th.	2,000	
	22d n. w.	O to P.	1,585	
				45,578
1889	Chapin n. w.	14th to 15th.	1,702	
	E n. w. ..... *ib*	Penna. Ave. to 15th	3,031	
	French n. w.	9th to 10th.	1,693	
	G n. e.	North Capitol and 1st	3,309	
	Johnson n. w.	R to S.	1,446	
	Marion n. w.	P to R	2,861	
	Madison n. w.	M to N.	1,538	
	Myrtle n. e. ..... *e*	North Capitol to 1st.	1,782	
	North Capitol.	I to K.	2,887	
	Pierce n. w.	North Capitol to N. J. Ave	5,535	
	Penna. Ave. n. w. ..... *e*	2d to 7th	24,863	
	Ridge n. w.	4th to 5th.	2,518	
	S n. w. ..... *e*	Conn. Ave. to 20th.	1,077	
	Stoughton n. w.	14th to 15th.	1,099	
	Washington n. w.	4th to 5th.	2,128	
	5th n. w.	O to Q.	3,123	
	9th s. w. ..... *ib*	B to C.	1,436	
	14th n. w. ..... *e*	Boundary to Yale.	8,122	
	15th n. w. ..... *d*	Penna. Ave. to N. Y. Ave.	5,770	

WASHINGTON, D. C.—Continued.

Year	Street.	Limits.	Sq. Yds.	Total.
1889	17th n. w. ..... *d*	Penna. Ave. to N. Y. Ave.	5,487	
	20th ..... *i*	R to S.	1,994	
				$3,401
1890	H n. e. ..... *b*	1st to 15th	15,026	
	22d n. w.	M to O.	4,415	
	28th n. w.	P to 2d.	1,475	
	29th n. w.	P to 2d.	1,261	
	33d n. w.	M to N.	1,580	
	33d n. w.	P to 32d.	4,675	
	34th n. w.	M to N.	1,000	
	34th n. w.	N to P.	2,109	
	35th n. w.	Prospect to N	1,017	
	35th n. w.	Q to U	5,749	
	Prospect n. w.	33d to 35th	2,918	
	Pa. Ave. n. w. ..... *c*	1st to 3d.	5,062	
	R n. w.	Boundary to Lincoln Ave.	5,332	
	Boundary n. w.	4th to N. J. Ave.	3,405	
	O n. w.	28th to 29th	860	
	I n. w. ..... *he*	20th to 23d.	6,444	
	23d n. w. ..... *ib*	I to Penna. Ave.	1,425	
	8th s. w. ..... *i*	B to C.	1,434	
	9th n. e.	H to Maryland Ave.	5,966	
	P n. w.	N. Capitol to N. J. Ave...	7,938	
	Larch n. w.	Boundary to Maple Ave...	1,517	
	Maple Ave. n. w.	Boundary to Linden Ave. .	3,227	
	34th n. w.	P to R.	2,264	
	Q n. w.	32d to 35th	4,043	
			—	90,822
1891	1st	R to 20 ft. Alley north....	538	
	3d	F to H	3,834	
	10th	S to F	1,950	
	11th ..... *he*	O to Boundary	11,866	
	13th	T to Boundary	7,168	
	14th .... *e*	Yale to Kenesaw	3,802	
	14th ..... *e*	Yale to Northward	4,116	
	18th	D to E.	1,544	
	35th	U to Tenallytown Road ...	6,009	
	36th	Prospect to O	2,328	
	Clifton ..... *c*	13th to 14th St. Extension.	2,221	
	Linden	Boundary to College	1,571	
	Linden	Florida Ave. to Maple Ave.	574	
	Mass. Ave.	North Capitol to 1st	4,069	
	North Capitol ..... *e*	K to M	6,207	
	Prospect ..... *ib*	32d to 33d.	2,789	
	Prospect	35th to 36th	966	
	Riggs	16th to 17th	1,620	
	D	17th to 18th	2,788	

WASHINGTON, D. C.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1891	N	35th to 36th	1,081	
	U	14th to 16th	3,987	
				71,034
1892	Le Droit Ave. n. w.	Florida Ave to U	6,051	
	Quincy n. e.	3d to Eckington Prop. Line	919	
	3d n. e.	Quincy to R	1,133	
	Emerson n. e.	13th to 14th	1,949	
	13th n. e.	Emerson to Md. Ave.	1,997	
	1st s. w. *b*	R. to S.	1,808	
	Welling Place n. w.	14th St. Ext'n to Univ'y Pl.	1,781	
	Q n. e.	Lincoln Ave. to 1st	2,268	
	Morgan n. w.	Kirby to N. J. Ave	1,307	
	Q n. e.	1st to Eckington Place	1,666	
	Madison n. w.	17th to 18th	2,271	
	Ward Place n. w.	N. Hampshire Ave. to 22d.	1,505	
	Pierce n. w.	15th to 16th	1,366	
	Westminster n. w.	9th to 10th	1,749	
	R n. w.	21st to Florida Ave	735	
	Carroll s. e.	1st to 2d	1,698	
	T n. w.	10th to 14th	5,250	
	22d n. w. *b*	F to G	1,407	
	3d n. w.	New Jersey Ave. to P	4,177	
	9th n. e.	East Capitol to A	1,217	
	18th n. w.	S to Florida Ave	3,823	
	N n. w.	North Capitol to 3d	5,642	
	Omaha n. w.	5th to N. H. Ave.	3,536	
	N. Hampsh'e Av. n. w.	Rock Cr. Ch. Rd. to Omaha	5,081	
				60,342
				939,077

Baltimore, Md.

1880	Calvert-St. Bridge			3,700
1881	St. Paul-St. Bridge		4,713	
	Pratt-St. Bridge		600	
	Natatorium		3,385	
				8,698
1883	Marsh Market *b*			7,330
1884	Belair Market *b*			6,426
1885	City Hall *b*		3,462	
	Biddle-St. Bridge		1,500	
				4,962
				31,188

PHILADELPHIA, PA.

Year.	Street.	Limits.	Sq Yds.	Total.
1883	Broad .....*e*	Columbia to Diamond.....	.....	14,519
1884	Diamond .....*a*	Broad to 22d.....	18,795	
	Around public buildings at intersection of Market and Broad St. and fronting Broad-St. station of Pennsylvania Railroad...*b*	.....	19,820	38,615
1886	Locust .....*b*	15th to 18th	3,947	
	32d.....	Haverford to Mantua.....	8,352	
	Diamond	22d to 29th.....	14,925	
	Regent Square	.....	1,069	
	Stiles	29th to 30th	437	28,730
				81,864

NEW YORK CITY

1886	Chambers.....*b*	Broadway to Centre.....	2,234	
	Madison Ave.....*b*	Intersection 30th St.....	812	3,146
1887	Cedar, Nassau, and Liberty.....*a*	In front of Mutual Life Insurance Co.....	1,121	
	Pine and Nassau ....*a*	In front of Equitable Life Assurance Co.....	1,198	2,319
1888	Cedar .....*b*	Broadway to Nassau.....	614	
	West End Ave.....	72d to 76th.....	4,927	
	73d.....	West End Ave. to Boulev'd	2,066	
	Madison Ave. .....*b*	23d to 32d.....	10,409	
	Washington Bridge....	Over Harlem River.....	13,734	
	Fifth Ave.....*c*	Waverly Place to 9th.....	2,256	
	Liberty .....*c*	Broadway to Nassau.....	215	34,221
1889	West End Ave.....	69th to 72d.....	3,499	
	Vanderbilt Ave.....*b*	42d to 44th.....	1,669	
	Cedar .....*b*	.....	184	
	121st	Mt. Morris Av. to Lenox Av.	1,482	
	Park Ave.....*ib*	34th to 40th.....	10,636	
	82d	B'vard to Riverside Drive	2,212	
	Pleasant Ave.....	115th to 119th.....	6,234	
	122d	Lenox Av. to Mt. Morris Av.	1,496	27,412
1890	Boulevard .....*he*	59th to 79th.....	52,821	
	43d.....*ib*	Madison Ave. to Fifth Ave.	1,512	

NEW YORK CITY.—(Continued.)

Year.	Street.	Limits.	Sq. Yds	Total.
1890	60th.....*ib*	4th Ave. to 5th Ave.....	2,008	
	67th.....*ib*	4th Ave. to 5th Ave.....	2,882	
	68th.....*b*	Park Ave. to 5th Ave.....	2,886	
	Wall.....*b*	Nassau to Hanover.....	2,210	
	58th.....*b*	5th Ave. to 6th Ave.....	3,106	
	60th.....*b*	Lexington Ave. to 4th Ave.	1,404	
	Hanover.....*b*	(Pearl to Exchange Place		
	Exchange Pl.....*b*	- Hanover to William.....	1,820	
	William.....*b*	(Beaver to Wall.....		
	William.....*b*	Wall to Pine.....	478	
	33d.....*ib*	Madison Ave. to Broadway	4,365	
	36th.....*ib*	4th Ave. to 6th Ave.....	6,080	
	37th.....*ib*	4th Ave. to 6th Ave.....	6,078	
	38th.....*ib*	5th Ave. to 6th Ave.....	3,127	
	49th.....*ib*	Madison Ave. to 6th Ave.	4,656	
	50th.....*ib*	4th Ave. to 5th Ave.....	2,900	
	51st.....*ib*	Madison Ave. to 6th Ave.	4,641	
	53d.....*ib*	Madison Ave. to 6th Ave.	4,658	
	68th.....*ib*	3d Ave. to 4th Ave.....	3,388	
	54th.....*ib*	Madison Ave. to 6th Ave.	4,641	
	69th.....*ib*	Lexington Ave. to 5th Ave.	4,776	
	15th.....*ib*	5th Ave. to 6th Ave.....	3,127	
	17th.....*ib*	5th Ave. to 6th Ave.....	3,128	
	45th.....*ib*	Madison Ave. to 4th Ave.	1,495	
	53d.....*ib*	Madison Ave. to 4th Ave.	1,397	
	Pine.....*ib*	Nassau to 100 ft. easterly.	234	
				130,718
1891	Boulevard.....*he*	79th to 92d.....	28,815	
	9th.....*ib*	University Place to 5th Ave.	1,500	
	22d.....*ib*	Lexington Ave. to 3d Ave.	1,466	
	38th.....*ib*	Madison Ave. to Fifth Ave.	1,510	
	52d.....*ib*	5th Ave. to 6th Ave.....	3,123	
	16th.....*ib*	5th Ave. to 6th Ave.....	3,149	
	20th.....*ib*	5th Ave. to 6th Ave.....	3,138	
	21st.....*ib*	5th Ave. to 6th Ave.....	3,143	
	Streets bounding.....*ib*	Gramercy Park.....	4,543	
	26th.....*ib*	Madison Ave. to East River	10,499	
	30th.....*ib*	Madison Ave. to Broadway	3,085	
	29th.....*ib*	5th Ave. to Broadway.....	1,571	
	Mt. Morris Ave.....*he*	120th to 124th.....	6,768	
	5th Ave.....*he*	124th to 130th.....	7,455	
	124th.....*ib*	Mt. Morris Ave. to 5th Ave.	1,714	
	Kings Court.....	8th Ave. to 7th Ave.....	2,191	
				83,470
1892	120th.....*ib*	Lenox to 5th Ave.....	3,382	
	Ludlow.....*b*	Houston to Division.....	8,456	
	22d.....*ib*	2d Ave. to 3d Ave.....	2,073	

NEW YORK CITY.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1892	Thames .....ib	Broadway to Greenwich ...	794	
	5th.....ib	Ave. B to Ave. C.....	2,207	
	Eldridge.....b	Houston to Division	9,253	
	2d .....ib	Bowery to Ave. A.....	5,786	
	5th Ave.....b	Intersection of 8th.....	259	
	Mill Lane .....ib	South William to Stone....	107	
	21st .....ib	3d Ave. to 4th Ave.....	1,455	
	Liberty .....ib	Nassau to 210 ft. west.....	427	
	123d ....he	Mt. Morris to Lenox aves..	1,464	
	20th .....ib	3d Ave. to 4th Ave.....	1,446	
	Houston.....b	Eldridge to Ludlow.....	2,049	
	55th.....ib	Madison to 6th aves.....	4,620	
	5th Ave.....he	110th to 120th	11,544	
	138th	7th to 8th aves.....	2,688	
	139th	7th to 8th aves.....	2,698	
	123d ....he	Lenox Ave. to 7th Ave....	2,634	
	Division ....ib	Catherine to Pitt.....	11,510	
	5th Ave..... .....ib	Waverly Place to 4th.....	4,130	
	Spring .....ib	Clarke to Hudson	2,801	
	Broome .....ib	Bowery to Lewis.....	12,678	
	Cherry.....ib	Catherine to Roosevelt.....	1,781	
	Dominick.....ib	Clarke to Hudson.....	2,780	
	2d Ave.....ib	Houston to 22d.....	28,050	
				127,138
				408,424

Long Island City.

1890	Fifth	Jackson Av. to Vernon Av..	.....	1,724
1891	Sixth	West Ave. to East River...	.....	2,276
				4,000

Newark, N. J.

1889	Broad .....e	Belleville Av. to Gouvern'r.	6,654	
	Orchard	Chestnut to Thomas	5,496	
				12,150
1890	Camp.....	Broad to Orchard.....	.....	1,270
1891	Gouverneur.....	Belleville Ave. to Broad...	1,244	
	Park ....b	Park Place to Mulberry....	2,752	
	South.....	Penn. Av. to N. J. R. R. Av.	4,911	
				8,907

NEWARK, N. J.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1892	Washington Place	Broad to Washington St.	2,276	
	Gould Ave.	Warren to City Line	5,401	
	Thomas	Clinton Av. to N. J. R. R. Av.	5,800	
	Harvey	Belleville Ave. to Mt. Pleasant Ave	2,051	
	Grant	Broad to Spring	1,615	
	Oriental	Belleville Ave to Mt. Pleasant Ave.	2,066	
	James	Washington to High	3,970	
	Gouverneur	Broad to Mt. Pleasant Av.	867	
	Tichenor	Broad to N. J. R. R. Ave.	3,092	
	Broad	Rector to	793	
	Park Place	North Canal to Rector	6,917	
	North Canal	Park Place to Mulberry	1,838	
	Washington St.	Broad to Central Ave.	4,502	
				41,188
				63,524

Long Branch, N. J.

1891	Broadway	Grove to Morrell	7,355	
	Broadway	4th Av. 250 ft. west of 2d Av.	7,575	
				14,930

Boston, Mass.

1881	Court Square *a*		1,850	
	Kilby *a*	State to Milk	2,334	
	Doane *a*	Kilby to Broad	601	
				4,785
1883	Congress Square *a*		524	
	North Bennet *a*	Hanover to Salem	904	
	Chambers *b*	Greene to Poplar	1,089	
	Nashua *b*	Minot to Causeway	2,000	
	Minot *b*	Nashua to Lowell	1,085	
	Tileston *b*	Hanover to Wiggin	114	
	Arch *a*	Milk to Franklin	1,202	
	Water *a*	Congress to Kilby	684	
	Indiana *a*	Shawmut to Washington	678	
				8,280
1884	Columbus Ave.	Clarendon to Chester	12,931	
	Poplar *b*	Brighton to Charles	613	
	Brighton *b*	Leverett to Livingston	673	

BOSTON, MASS.—CONTINUED.

Year.	Street.	Limits.	Sq. Yds.	Total.
1884	Endicott.....*b*	Cooper to Thacher.....	636	
	Cooper.....*b*	Margin to Endicott.....	393	
	Warrenton.....*b*	Tremont to Eliot.....	735	
	Albany.....*b*	Springfield to Concord.....	2,681	
1887	Central.....*a*	Kilby to Broad.....	871	18,662
	Bennett.....*b*	Washington to Harrison...	375	
	Ash.....*b*	Bennett to Nashua.....	450	
	Taylor.....*a*	Dwight to Milford.....	255	
	Cooper.....*b*	Charleston to Margin.....	1,040	
	Exchange.....*a*	Congress to Kilby.....	665	
	6th.....	C to D.....	305	
	Columbus Ave.....	Holyoke to Wellington....	2,331	
	Tileston.....*b*	Near Unity.....	220	
	Wiggin.....*b*	Tileston to Bennett.....	114	
	Poplar.....*b*	Spring to Charles.....	627	
	Washington St. Bridge	Brookline.....	413	
1888	Thacher.....*b*	Charlestown to Lyne.....	304	7,672
	Brattle Square.....*a*	Newton.....	636	
	Harrison.....	Newton to East Chester...	1,330	
	Clark.....*b*	.....	252	
	Columbus Ave.....	B. & A. R. R. to West Chester.....	650	
1889	Rowes Wharf.....	Atlantic Ave.....	750	3,372
	Water.....	Congress to Kilby.....	670	
	City Hospital.....	Drive, Harrison Ave.....	16	
	D.....	4th to 5th.....	501	
	Endicott.....	Cooper to Thacher.....	508	
1891	Austin.....	Near Lawrence Street, Charlestown District...	421	2,454
	Beacon.....*e*	Charles to Arlington.....	3,749	
	Cabot.....*e*	Tremont to Ruggles.....	3,507	
	Court.....*b*	Washington to Court Sq...	642	
	Hollis.....*ib*	Washington to Tremont...	478	
	Hudson.....*e*	Curve to Beach.....	3,961	
	Moon.....*ib*	North Square to Fleet.....	331	
	Rogers.....*ib*	Dorchester to Preble.....	464	
	Suncourt.....*ib*	North to North Square....	225	
	Warrenton.....*ib*	Washington to Eliot.....	1,880	
	Columbus Ave.....	B. & A. R'y Bridge to West Chester Park.....	11,556	27,280
1892	Groton.....*ib*	Washing'n to Shawmut Ave	470	
	Thacher.....*ib*	Endicott to Charlestown..	263	

BOSTON, MASS.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1892	Stillman.....*ib*	Endicott to No. Margin...	392	
	Endicott.....	Intersection of Cooper	185	
	West Chester Park....	Columbus Ave. to Tremont	1,575	
	Chester Square..	Tremont to Washington...	3,928	
	Intersection.....	of 3d and E. Sts.....	1,020	
	Clark	Hanover Ave. to North....	336	
	Hanover Ave.....	Hanover St. to North.....	304	
	Davis.....	Washingt'n to Harrison Av.	639	
	Beacon.....	Dartmouth to (near) Gloucester.....	9,277	
	Cabot.....	Vernon to Ruggles.....	2,907	
	Malcolm.....*ib*	Chestnut to Mt. Vernon...	145	
	Brighton .....*ib*	Poplar to Leverett	1,877	
	Poplar .....*ib*	Chambers to Spring.....	1,293	
	Stoddard.....*ib*	Court to Howard.....	133	
	Cherry	Washington to Shawmut Ave.....	379	
				25,329
				97,834

NEWPORT, R. I.

1891	Thames	Extension to Post-Office...	.....	4,158

ALBANY, N. Y.

1887	.....	Around Executive Mansion	.....	686
1889	Pine Ave.	West'n Ave. to Myrtle Ave.	2,230	
	Market Site.....	Beaver to Hudson	7,462	
				9,692
1890	Allen	Western to Cortland	8,264	
	Central.....	Westervlet to Maine.....	8,611	
	Pine	Western to Washington....	6,799	
	Madison	Intersection.....	396	
	Hawkins	Intersection.....	100	
	Delaware.....	Warren to Second	22,611	
				46,781
1891	Allen	West'n Ave. to Cent'l Ave.	.....	15,086
				73,145

LOCKPORT, N. Y.

Year.	Street.	Limits.	Sq. Yds.	Total.
1890	Walnut	Cave to Buffalo		13,701

SCHENECTADY, N. Y.

1889	Union	Quackenbush to Gillespee		9,362

BUFFALO, N. Y.

1882	Bryant	Delaware to Main	3,061	
	Linwood	North to Ferry	22,535	
				25,596
1883	Front Ave	Porter to Bank	11,323	
	Pearl	Va. to St. Louis Church	982	
	Utica	Richmond to Jefferson	23,510	
				35,815
1884	Lexington (Butler)	Richmond to Delaware	10,616	
	Broadway	Ellicott to Spring	26,876	
	15th	Jersey to York	1,638	
	Ferry	Main to Richmond	17,768	
	Madison	Broadway to Brown	5,621	
	North *b*	Delaware to Circle	6,093	
	Vermont	Front to Richmond	15,680	
				85,211
1885	Barker	Delaware to Main	2,894	
	Dodge	Main to Michigan	4,251	
	Ellicott	Best to Dodge	2,013	
	Ferry	Main to Jefferson	9,373	
	Linwood	Ferry to Delavan	10,547	
	Lewis	Howard to William	2,583	
	Main *b*	Ferry to Scajaquada Bridge	14,311	
	Massachusetts	Ferry to Bank	18,097	
	North Pearl	Allen to Virginia	2,941	
	Orton Place	Hudson to Pennsylvania	1,784	
	Richmond	Connections	587	
	Summer	Main to Richmond	12,089	
	St. John's	Orton Pl. to Wadsworth	1,690	
	Vine Alley *b*	Elm to Michigan	510	
	West Ave	York to Forest	32,100	
	West Summer	York to Richmond	1,388	
	Richmond Ave	Circle to Bouck	35,611	
				152,769

BUFFALO, N. Y.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1886	Bouck Ave.	Elmwood Av. to Chapin Pl.	8,989	
	Lutheran	Broadway to William	2,446	
	17th	Vermont to Connecticut	1,932	
	16th	York to Vermont	3,845	
	St. Paul	Main to Oak	2,574	
	Bristol	Spring to Jefferson	1,975	
	Seventh	Conn. to Front Ave.	8,354	
	15th	York to Rhode Island	6,258	
	Main *b*	Goodrich to Ferry	20,886	
	Main	Scajaquada Cr. to Amherst.	36,263	
	Ellicott	East to Goodrich	2,904	
	Superior	Spring to Jefferson	1,736	
	Bouck Ave	Niagara to Bidwell Place	18,666	
	Cleveland	Delaware to Elmwood	7,298	
	Ellicott *b*	Genesee to Swan	11,302	
	Walden Ave.	Fillmore to City Line	39,920	
	East	Amherst to Parrish	10,266	
	East Circle		1,014	
	Hamilton	Niagara to N. Y., L. E. & W.	4,446	
	Anderson Place	Richmond to Elmwood	3,982	
	Edward	Delaware to Virginia	2,802	
	Best	Jefferson to Genesee	14,723	
	Arlington Place	Wadsworth to North	722	
	18th	Connecticut to Vermont	1,935	
	Spruce	Genesee to Cherry	940	
	Eagle *b*	Washington to Michigan	5,201	
	Fillmore Ave.	Seneca to Genesee	57,943	
	Utica	Richmond to Mass. Ave.	6,885	
	Sycamore	Sherman to Fillmore	7,491	
				294,598
1887	Bouck Ave.	Elmwood Ave. to Bidwell Place.	5,003	
	Main *b*	Goodrich to Chippewa	20,349	
	Eagle *b*	Michigan to Union	3,447	
	Laurel	Michigan to Masten	1,851	
	Krettner	Howard to Broadway	8,493	
	Grey	Broadway to Genesee	6,284	
	Maryland	Cottage to College	1,849	
	Johnson	Broadway to Best	14,064	
	Hodge Ave	Delaware to Ashland	6,977	
	Hampshire	Front Ave. to Ferry	13,551	
	Haynes	Ferry to Bouck	5,373	
	Ellicott	Seneca to Exchange	2,034	
	Ohio *b*	Michigan to Dead Creek Bridge	9,833	
	Dodge	Michigan to Masten	2,267	

BUFFALO, N. Y.—CONTINUED.

Year.	Street.	Limits.	Sq. Yds.	Total.
1887	Elmwood Ave.	North to Forest	41,460	
	15th	Massach'tts to Hampshire.	2,070	
				144,[illegible]
1888	Masten	Main to Dodge	17,223	
	Carroll *b*	Washington to Michigan	4,634	
	Howard Ave.	Summer to Auburn Ave	16,129	
	Genesee *b*	City Line to Jefferson	63,283	
	Ashland Ave.	Summer to Bouck Ave	18,212	
	19th	Rhode Island to Massach's	1,785	
	William *b*	Michigan to Jefferson	11,536	
	Townsend	Broadway to William	8,310	
	East Utica	Jefferson to Humboldt	8,456	
	Oneida	Emslie to Fillmore	8,204	
	Highland Ave.	Richmond to Delaware	11,392	
	Lovejoy	Emslie to Fillmore	7,044	
	Essex	Rhode Island to Massach's	1,787	
	16th	Massach'ts to Hampshire.	2,080	
	Howard Ave.	Auburn to Bouck Ave.	2,024	
	Express *b*	Pearl to Franklin	567	
	Oakland Place	Summer to Bryant	5,840	
	Breckenridge	Niagara to Elmwood	19,156	
				208,[illegible]
1889	Shields Ave.	Utica to Massachusetts	1,524	
	North	Delaware to Main	3,375	
	Northampton	Main to Humboldt	19,206	
	Reed	Broadway to Genesee	9,632	
	Eagle	Emslie to Fillmore	9,324	
	N. Division *b*	Main to Spring	16,170	
	Johnson Place *b*	Delaware Ave. to Carolina	3,821	
	Park Place *b*	Delaware Ave. to Johnson Place	2,731	
	Franklin & Linwood *b*	Intersection of North	976	
	Genesee *b*	Main to Oak	6,385	
	Arkansas	West to Grant	6,544	
	West Parade	Best St. Circle to Northampton	3,867	
	Henry	Terrace to Erie Canal	1,499	
	Michigan	Main to Balcom	177	
	The Circle *he*		4,773	
	Edward	Franklin to Main	1,542	
	College Place	Female Academy Park Grounds	358	
	Oxford Place	Balcom to Delavan	2,778	
	Express Place		50	
	Oakland Place		25	
	Breckenridge		250	
	Grant	Hampshire to Breckenr'ge	3,554	

BUFFALO, N. Y.—Continued.

Year	Streets.	Limits.	Sq. Yds.	Total.
1889	Wa[illegible]	Glenwood Ave. to Buffalo St. R. R.	4,168	
	Delaware Ave.	Main to Jefferson	10,146	
	[illegible]	North to Utica	16,325	
	Jefferson	Glenwood Ave. to Fuller	6,030	
	Stanton	Ferry to Main	12,217	
	[illegible]	Broadway to William	7,042	
	Delaware Ave.	Ferry to Bouck	4,039	
	[illegible]	Niagara Sq. to Virginia	17,235	
	Dearborn	N. Y. C. & B. L. R. R. to Hertel Ave.	13,119	
	S. Division	Emslie to Lord	2,674	
	Balcom	Main to Linwood Ave.	3,414	
	Berrick	Swan to Seneca	522	
	Herman	Genesee to the Parade	3,792	
	Fox	Genesee to Best	4,180	
	Davis	Jefferson to Genesee	2,130	
	Cayuga	Jefferson to Grey	3,367	
	Main	Swan to Seneca	2,010	
	[illegible]	Prospect Ave. to 6th	2,675	
	Glenwood	Purdy to Jefferson	2,333	
	Metcalf	Howard to William	1,705	
	[illegible]	Niagara to Tonawanda	4,655	
	Chippewa	Delaware to Niagara; Delaware to Niagara	5,726	
	Georgia			
	Seneca	N. Y., L. E. & W. R. R. to Babcock, and Buffalo River to City Line.	28,063	257,334
1890	Avenue A	Parade to Ferry	13,338	
	A St.	Fillmore Ave. to Mills	2,667	
	Austin	Erie Canal to Military Rd.	10,000	
	Amherst	Main to Colvin	16,124	
	Auburn Ave.	Niagara to Elmwood Ave.	18,008	
	Bouck Ave.	Main to Chapin Place	6,800	
	Bird Ave.	Niagara to Soldiers' Place	19,902	
	[illegible]	Sycamore to Walden Ave.	3,037	
	Berrin	High to Best	4,307	
	Bond	Howard to Bristol	1,600	
	Chippewa	Delaware to Genesee	6,975	
	Chenango	Utica to Rhode Island	1,428	
	Cuilfarole	West Ave. to Herkimer	3,425	
	Court	Georgia to Terrace	6,734	
	Cooper	Main to end of street	2,537	
	Euclid Place	Elk to Prenatt	1,272	
	E. Slocum	Ellicott to Masten	4,893	
	Ellicott	Dodge to Northampton	2,061	

BUFFALO, N. Y.—CONTINUED.

Year.	Street.	Limits.	Sq. Yds.	Laid.
1890	Edward	N. E. cor. to Virginia	50	
	18th	Hampshire to R. I.	3,802	
	14th	Pennsylvania to Porter Ave	1,037	
	15th	Massachusetts to R. I.	2,119	
	Goodrich	Main to Michigan	5,520	
	Gorton	D., L. & W. R. R. to Hertel Ave	6,798	
	Grant	Forest Ave. to Military R'd	16,270	
	Herkimer	Albany to Bird Ave	15,618	
	Hamburg	Elk to South	9,601	
	Hoyt	Ferry to Bouck	5,380	
	Hoyt	Forest Ave. to Bouck	9,130	
	Livingston	End of street to Bouck	2,498	
	Laurel	Jefferson to Masten	3,934	
	Landon	Jefferson to Humboldt	9,153	
	Myrtle Ave.....*b*	Michigan to S. Cedar	5,206	
	Michigan.....*b*	Broadway to Goodell	8,350	
	Mohawk.....*b*	Genesee to Ellicott	4,335	
	North Elm	Riley to Northampton	1,936	
	Otis Place	Ferry to Woodlawn	1,300	
	Prospect.....*b*	Huron to Porter Ave	21,104	
	Rhode Island	Niagara to Front Ave	2,210	
	South	Hamburgh to Louisiana	5,300	
	Southampton	Ellicott to Michigan	2,140	
	Sherwood	Hampshire to Arkansas	1,000	
	William.....*b*	Jefferson to Fillmore	12,250	
	Wilson	William to Peckham	2,650	
	Waverly	Street R. R. to Puffer	1,855	
	Seneca	Babcock to Buffalo River	9,439	
	Clinton.....*b*	Jefferson to Bailey Ave	32,757	
	Grant	Breckenridge to Bird Ave	11,508	
	Woodlawn Ave.	Main to Humbo't Parkway	18,504	
	Purdy	Utica to Dexter	5,547	
	19th	Massachusetts to Hampsh'e	1,747	308,762
1891	Bremen	Vermont to Rhode Island	1,062	
	Clifford	Smith to Selkirk	1,830	
	Clinton.....*b*	Bailey Ave. to City Line	25,337	
	Eagle.....*b*	Main to Washington	798	
	Elk.....*b*	Ohio to Seneca	47,000	
	Emily	Bouck Ave. to Delavan Ave	2,190	
	Guilford	Broadway to Genesee	9,391	
	Kail	Amherst to Austin	4,210	
	Louisiana.....*b*	Ohio to Hamburg Canal	19,806	
	Main.....*e*	N. Y., L. E. & W. R. R. Crossing to Amherst	13,552	
	Main.....*e*	N. Y., L. E. & W. R. R. to City Line	22,169	

BUFFALO, N. Y.—CONTINUED.

Year.	Street.	Limits.	Sq. Yds.	Total.
1891	Perry .....b	Main to Louisiana.....	13,532	
	Selkirk	Exchange to Elk	5,633	
	Sobieski	Broadway to Stanislaus....	3,261	
	Sycamore.....	Fillmore to Walden Ave...	20,883	
	Washington.....b	Mohawk and Genesee.....	2,385	
	Winter.....	Mass. and Hampshire.....	2,085	
	Dewitt	Breckenridge to Bull.....	15,740	
	North Division.....	Emslie to Lord.....	2,704	
	Abbott Road.....	(N. Y., L. E. & W. R. R. Crossing to Potters Corners Road.....	46,358	
	White's Corners Road	Seneca to City Line.....	39,822	
	Seymour	Swan to Lord.....	6,604	308,161
1892	Arnold.....	Grant to Hoyt.....	2,873	
	Abbott Road.....	Retaining Wall.....	2,137	
	Brantford Place	Clinton to Delavan Ave ...	2,330	
	Bailey Ave.....	Seneca to Ferry	78,000	
	Bundy Alley.....	Balance of street, etc.	327	
	Congress	Clinton Av. to Auburn Av.	6,017	
	Delavan Ave.....	Niagara to Delaware Ave.	25,330	
	Delaware Ave.....	North to Virginia.....	9,286	
	Delavan Ave.....	Main to N. Y. C. R. R ...	16,890	
	Ellicott.....	Riley to Northampton.....	2,079	
	Gold.....	Broadway to William	16,102	
	Grant.....	Bird to Forest Ave.....	2,438	
	Genesee.....	Main to Niagara.....	6,373	
	Grape	High to Best.....	3,980	
	Heacock	Seneca to Porter.....	2,794	
	Helen	Dewitt to Herkimer.....	1,847	
	Howard Ave.....	Delavan to Forest Ave	6,784	
	Morgan	Chippewa to Mohawk.....	4,351	
	Main.....	(Chippewa to Genesee.) Exchange to Seneca ... (Swan to N. Division..)	9,512	
	Main.....	Street Railway Tracks.....	4,776	
	Main.....	Church St. Intersection....	187	
	Morley Place.....	East Ferry, 281 lin. ft.....	700	
	Oak	Swan to Genesee	12,555	
	Peabody	Seneca to Elk.....	5,392	
	Perkins Pl.....	Dewitt to Herkimer.....	1,823	
	Rother Ave.	Broadway to Sycamore	6,216	
	Utica, East	Fillmore to Humboldt.....	3,299	
	Webster.....	Ferry to Breckenridge.....	1,533	235,931
				2,117,275

SCRANTON, PA.

Year	Street.	Limits.	Sq. Yds.	Total.
1886	Franklin.....*b*	Lackawanna to Spruce....	2,289	
	Lackawanna Ave....*b*	R. R. Crossing to Wyoming	8,454	
	Washington Ave.....*b*	Lackawanna to Olive.....	12,556	23,299
1887	Washington Ave.....*b*	Olive to Gibson.....	5,080	
	Lackawanna Ave....*b*	R. R. Crossing to Cliff.....	3,358	8,438
1888	Lackawanna Ave....*b*	Bridge to Weston's Mill...	1,870	
	Lackawanna Ave.....	Washington to Coursen....	570	
	D., L. & W. R. R....	Square.....	2,300	
	Centre.....	Franklin to Seybolt Mill...	328	
	Penn.....	Spruce to Olive.....	6,865	
	West Lackawanna....	Bridge to D., L. & W. R.R.	4,376	16,375
1889	Vine.....	Washington Ave. to Jefferson Ave.....	3,071	
	Spruce.....	Wyoming Ave. to Jefferson Ave.....	5,627	
	W. Lackawanna Av.*b*	In front of city lots and property of Jones Bros.	827	
	Wyoming Ave.....	Mulberry to Pine.....	9,555	
	Adams Ave.....	Lackawanna Av. to Gibson	16,830	36,510
1890	Jackson.....	Bromley to Main.....	2,281	
	Main.....	Lafayette to Oxford.....	8,789	
	Clay.....	Linden to Mulberry.....	1,449	
	Capouse.....	Pennsylvania to Ash.....	7,677	
	Jersey Central Depot.	.....	1,194	21,381
1891	Clay Avenue.....	Olive to Vine.....	1,893	
	Vine.....	Quincy to 160 ft. e. of Webs'r	3,624	
	Clay Avenue.....	Vine to Mulberry.....	1,909	
	Jefferson Avenue.....	Gibson to Lackawanna....	14,141	
	Washburn.....	Main to Summer.....	3,244	24,731
1892	Wyoming Ave.....*a*	Lackawanna Av. to Linden	5,320	
	Centre.....	Adams to Kessler's Alley.	468	
	Lackawanna Ave. (south side).....	Washington to Adams.....	1,023	6,811
				137,535

WILKES-BARRE, PA.

1886	Franklin.....	Jackson to Ross.....	13,926	
	Union.....	River to Main.....	2,702	16,628

Wilkes-Barre Pavements

Years.	Street.	Limits.	Sq. Yds.	Total.
1887	Northampton	Main to River	3,246	
	Ross	Main to River	3,584	
	Franklin	Ross to Academy	2,776	
	South	Main to West River	4,011	
	River	Ross to Union	14,788	28,405
1888	Presbyterian Church Alley			350
1889	South River	Ross to Academy	3,300	
	Dana Place	Academy to Sullivan	1,669	
	Carey Ave.	Academy to Alexander	4,808	
	North Franklin	Jackson to Steller's Alley	638	
	South Franklin	Academy to Wood	7,175	
	Academy	S. Main to Carey Ave.	4,439	22,089
1890	Sullivan	S. Main to Dana Place	2,841	
	Academy	Carey to West River	487	
	West River	Academy to South	6,697	
	Ross	River to West River	1,162	
	Jackson	Main to River	2,189	
	South Main *a*	Public Sq. to Northampton	3,040	16,416
1891	Academy	West River to Brogham-mer's property	2,730	
	North Main *b*	Public Square to L. V. R. R. Tracks	3,014	
	South Main *b*	Northampton to South	4,027	
	South Welles	Northampton to Market	3,410	14,687
1892	Public Square *a*		7,280	
	Carey Ave.	Alexander to Hanover	7,942	
	Market *b*	L. V. R. R. to River Bridge	5,764	
	Hanover	Main to Carey Ave.	6,393	
	Academy	Terrace to Bridge	424	
	Dana	Grove to Main	3,479	
	Fell	Market to Northampton	1,921	32,712
				131,287

Reading, Pa.

1892	6th *c*	Washington to Court	.....	1,852
	Court *c*	6th to Read		
	Read *c*	Court to end of Court Ho.		

Harrisburg, Pa.

Year.	Street.	Limits.	Sq. Yds.	Totals.
1887	Market	Front to P. R. R.		11,493
1889	3d	Mulberry to McClay		30,666
1892	4th and 6th	Chestnut to Reily		17,019
				59,178

Altoona, Pa.

1889	8th Ave.	7th to 15th	8,592	
	12th Ave.	11th to 12th	1,352	
				9,944
1890	7th Ave.	2d to 17th	19,032	
	12th Ave.	13th to 16th	3,913	
				23,845
1891	6th Ave.	2d to 15th		17,461
1892	13th Ave.	11th to 12th		1,330
				52,580

Dunkirk, N. Y.

1883				999

Erie, Pa.

1882	9th	Chestnut to Peach		7,800
1883	6th	Walnut to Peach		9,201
1886	8th	Walnut to Parade		17,718
1887	5th	State to Sassafras	3,514	
	Sassafras	8th to 18th	12,483	
	11th	Peach to Sassafras	2,628	
				18,625
1888	11th	State to Peach	1,292	
	11th	Sassafras to Cherry	9,364	
				10,656
1890	Sassafras	5th to 8th	3,460	
	5th	Holland to French	2,094	
	18th	Peach to Liberty	13,168	
	8th	Walnut to Cherry	1,600	
	9th	Chestnut to Walnut	2,645	
	12th	Parade to State	11,555	
	13th	Peach to Sassafras	1,950	
				36,372

ERIE, PA.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1891	4th	Sassafras to Walnut	3,831	
	6th	Walnut to Cherry	2,665	
	7th	Sassafras to French	4,484	
	10th	State to Peach	1,728	
	18th	Peach to Parade	8,315	
	Alley	12th to 14th	734	
	Chestnut	North of 6th Street to H. F. Watson Property	643	
				22,400
1892	French	11th to 16th	5,828	
	Cherry	6th to 11th	7,578	
	4th	Chestnut to Walnut	2,272	
				15,678
				138,040

Youngstown, Ohio.

1892	Market	Front to N. Y., P. & O. R'y Crossing	.....	23,177
	Federal	Market to Basin		
1891	Bryson	Lincoln to Madison Ave.	8,700	
	Champion	Railroad to Boardman	2,058	
	Rayen	Walnut to Belmont Ave.	11,358	
				22,125
1892	Madison	Bryson to 153 ft. east of Ford	.....	8,955
				54,257

Fort Wayne, Ind.

1889	West Wayne	Calhoun to College	.....	16,399
1891	Berry	Barr to Clinton	1,703	
	Berry	Calhoun to Harrison	2,172	
	Berry	Harrison to College	14,231	
	Griffith	Wayne to Berry	1,218	
				19,324
				35,723

CHICAGO, ILL.

Year.	Street.	Limits.	Per Year	Total.
1884	Dearborn Ave. .....*a*	Chicago to North.....	.....	22,908
1885	Warren Ave.....	Ogden to Leavitt.....	18,807	
	Walton Place.....	Dearborn.....	1,230	
				20,[illegible]
1886	Aldine Square.....	.....	.....	1,038
1887	Scott.....	Stone to Lake Shore.....	353	
	Quincy.....	La Salle to Clark.....	1,023	
				1,376
1888	Ashland Ave.....*he*	Madison to 12th.....	.....	31,058
1889	12th.....	Ashland to Ogden Ave.....	23,476	
	Warren Ave.....	Intersection of Hoyne Ave.	307	
	Walnut.....	Sacramento to Homan.....	9,[illegible]	
	Nicollet Ave.....	Sacramento to California..	4,544	
				37,8[illegible]
1890	Ellis Ave.....*c*	35th to 39th	9,174	
	Ogden Ave.....	12th to Western Ave.....	4,525	
	Calumet.....	35th to 36th	1,191	
				14,888
1891	Ashland Ave.....*a*	Madison to Lake.....	9,541	
	Bonney Ave.....	Ogden Ave. to 26th.....	10,880	
	Jackson Boulevard..*he*	Halstead to Hoyne Ave....	38,596	
	Jackson Boulevard...*e*	Hoyne Ave. to Sacramento Ave.....	20,854	
	Jackson Boulevard..	Sacramento Ave. to Central Park Ave.....	19,258	
	Madison .....*a*	Intersection of Ashland Ave.	539	
	Ogden Ave.....	Western Ave. to California Ave.	8,387	
	Prairie Ave.....*l*	26th to 31st.....	11,482	
				122,523
1892	Prairie .....*lg*	25th to 26th.....	1,791	
	18th .....*he*	Prairie to Calumet.....	2,358	
	Calumet .....*he*	18th to 275 ft. south.....		
	Ellis Ave.....*he*	39th to 41st.....	6,[illegible]	
	36th.....*hd*	Stanton to Vincennes Ave.	2,781	
	Eldridge Court.....*he*	State to Michigan Ave.....	5,077	
	Homan Ave.....	Colorado Ave. to Madison	4,813	
	Fulton.....	Homan to Central P'k Ave.	5,088	
				27,[illegible]
				279,972

CICERO, ILL.

1891	Oak Park Ave...	Chicago Ave. to Lake St..	7,620	
	South Central Ave...	C. & N. W. R'y tracks to Madison.....	7,757	15,37[illegible]

CICERO, ILL.—CONTINUED.

Year	Street.	Limits.	Sq. Yds	Total.
1892	North Central Ave....	C. & N. W. R'y to Chicago Ave.	.....	7,800
				23,177

OMAHA, NEB.

1882	Douglas	9th to 16th	.....	22,800
1883	Harney	9th to 16th	14,937	
	17th	Douglas to Howard	4,444	
	16th	Douglas to Izard	22,714	
				42,095
1884	9th	Alley south of Harney to Douglas	4,278	
	10th	Douglas to Capitol	3,302	
	11th	Howard to Capitol	8,807	
	12th	Howard to Capitol	8,808	
	13th	Howard to Capitol	7,424	
	14th	Alley north of Howard to Capitol	8,807	
	15th	Howard to Capitol	7,648	
	Cuming	16th to 20th	7,359	
	Dodge	9th to 16th	15,600	
	Howard	9th to 17th	17,700	
				89,911
1885	St. Mary's Ave.	Convent to Sheridan	6,668	
	Cuming	20th to Division	9,140	
	Farnam	18th to 20th	4,361	
	Capitol Ave.	14th to 16th	5,107	
	14th	Capitol to Davenport	1,594	
	15th	Capitol to Davenport	1,000	
	South 14th	Howard north to Alley	1,822	
				30,232
1886	Jackson	9th to 13th	8,990	
	11th	Jackson to Howard	1,975	
	Capitol Ave.	9th to 14th	14,953	
	Saunders	Cuming to Seward	8,584	
	16th	Centre to Williams	8,946	
				43,457
1887	Davenport	9th to 18th	20,976	
	25th	Farnam to Dodge	2,734	
	24th	Seward to Patrick Ave.	6,341	
	11th	Capitol Ave. to Davenport.	1,628	
	12th	Capitol Ave. to Davenport.	1,631	
	13th	Capitol Ave. to Davenport.	1,334	
				34,644

OMAHA, NEB.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1888	25th Ave.	St. Mary's Ave. to Harney.	3,296	
	26th	St. Mary's Ave. to Howard.	3,063	
	17th	Dodge to Davenport	3,273	
				9,632
1889	Webster	16th to 22d	10,123	
	Izard	16th to 18th	3,911	
	17th	Cuming to Nicholas	4,016	
	17th	Nicholas to Grace	10,686	
	Poppleton Ave.	20th to 22d 25th to 28th	9,290	
	30th Ave.	Poppleton to Woolworth	1,835	
	31st Ave.	Poppleton to Woolworth	2,444	
	32d Ave.	Woolworth Park	7,080	
	Woolworth	32d Ave. to 31st Ave.	3,003	
				52,388
1890	22d	Dodge to Davenport	3,395	
	Davenport	31st to W. Hillside Add.	2,741	
	Chicago	30th to W. Hillside Add.	3,795	
	North 31st	Davenport to Cass	2,028	
	20th	Centre to Vinton	20,763	
	18th	Capitol to California	8,119	
	Franklin	24th to 29th	9,607	
	Pacific	29th Ave. to 32d	3,763	
	29th	Jackson to Hickory	17,145	
	30th Ave.	Poppleton to Mason	4,025	
	South 31st	Poppleton to Pacific	2,081	
	Woolworth	29th St. to 29th Ave.	1,724	
	Hickory	29th St. to 29th Ave.	1,336	
	Binney	16th to 24th	9,529	
	Webster	22d to 23d	1,286	
	23d	Capitol to Alley S. of Burt	7,803	
	29th Ave.	Leavenworth to Half Howard	5,196	
	Capitol Ave.	22d to 24th	2,022	
				100,358
1891	24th	Spaulding to Belt Line R'y	5,941	
	27th	Half Howard to Leavenworth	5,450	
	31st Ave.	Davenport to Farnam	4,830	
	Grove	Dodge to Farnam	2,134	
				18,358
1892	Lowe Ave.	Cuming to Hamilton	5,304	
	Cass Ave.	22d to 150 ft. west of 25th	4,158	
				9,462
				459,334

DENVER, COLO.

Year	Street.	Limits.	Sq. Yds.	Total.
1890	15th	Larimer to [illegible]	7,179	
	16th	Larimer to Lawrence	654	7,833
1891	15th	Larimer to Colfax Ave.	14,185	
	Larimer	14th to 19th	9,716	
	16th	Larimer to Cleveland Pl.	19,465	43,366
1892	14th	Market to Lawrence	3,875	
	15th	Cleveland Place to Colfax Ave.	250	
	16th	Larimer to Wazee	4,275	
	17th	Wynkoop to Broadway	16,619	
	18th	Market to Broadway	19,102	
	Larimer	15th to 18th	141	
	Lawrence	14th to 19th	6,863	
	Arapahoe	14th to 19th	10,641	
	Curtis	14th to 19th	8,865	
	Champa	14th to 19th	10,662	
	Stout	14th to 19th	10,648	
	California	14th to 19th	10,662	
	Welton	14th to 19th	9,623	
	Tremont	14th to Broadway	7,620	
	Broadway	17th Ave. to 18th Ave.	2,667	122,513
				173,712

ST. JOSEPH, MO.

1886	Francis ... *e*	Main to Frederick	.....	10,267
1887	Edmund ... *e*	2d to 8th	9,191	
	8th ... *e*	Edmund to Felix	1,379	
	4th ... *e*	Lafayette to Felix	13,504	
	Frederick Ave. ... *e*	8th to City limits	34,536	
	2d ... *e*	Edmund to Francis	2,928	
	6th ... *e*	Francis to Charles / Messanie to South line of Union Depot	15,527	77,065
1888	6th ... *e*	Hall to Atchison	.....	33,031
				120,363

TOPEKA, KAN.

Year.	Street.	Limits.	Sq. Yds.	Total.
1887	Kansas Ave.	1st to 10th.	33,990	
	Jackson	1st to 10th.	24,110	
	Quincy	1st to 10th.	36,527	
	Kansas Ave.	1st to Crane	4,219	
	2d	Jackson to Quincy	2,996	
	3d	Kansas Ave. to Quincy	1,991	
	5th	Kansas Ave. to Quincy	1,595	
	6th	Kansas Ave. to Quincy	2,495	
	7th	Kansas Ave. to Quincy	1,991	
	8th	Jackson to Quincy	5,831	
	9th	Jackson to Quincy	3,982	
	Quincy	U. P. R'y to Gordon	4,354	
	Jackson	U. P. R'y to Park	3,455	
				127,536
1888	Kansas Ave.	River to Gordon	7,180	
	Gordon	Jackson to Kansas	1,492	
	Jackson	Gordon to Park	1,975	
	Laurent	Jackson to Kansas	1,460	
	Quincy	At Gordon	311	
	5th	Quincy to Holliday	9,383	
	10th	Quincy to Harrison	11,260	
	Harrison	10th to 8th	5,639	
	8th	Jackson to Harrison	6,042	
	10th	Intersection Quincy	972	
	Harrison	8th to 4th	11,087	
				56,801
1889	Alley	Kansas to Jackson	778	
	5th	Harrison to Topeka	1,432	
	Quincy	10th to 11th	2,952	
	9th	Harrison to Polk	4,767	
				9,929
1890	8th	Intersection of Jackson		367
				194,633

KANSAS CITY, MO.

1888	Walrond Ave.	Independence to St. John's	14,385	
	Wyandotte	5th to 9th	6,805	
	15th	Campbell to Virginia	10,905	
	Belleview Ave.	14th to 16th	2,034	
	16th	Belleview Ave. to West Prospect Place	210	
	West Prospect Place.	Belleview Ave. to 16th	843	
	Woodland Ave.	Independence to Ninth	4,511	
	Highland Ave.	6th to 9th	2,398	
				41,291

KANSAS CITY, MO.—Continued.

Year	Street.	Limits.	Sq. Yds.	Total.
1889	McGee	12th to 19th	14,021	
	Baltimore Ave	9th to 12th	4,997	
	27th	Tracy Ave. to Lydia	1,283	
	Brooklyn Ave	Independence Ave. to Amie	2,360	
	Summit	21st to s. w. Boulevard	2,376	
	27th	Froost to Tracy	3,228	
	Wall	8th to 9th	737	
	Olive	Independence to St. John's Ave.	8,749	
	East 9th	Woodland Ave. to Prospect Ave	8,400	
	Belleview	16th to 17th	2,493	
				48,704
1890	Forest	22d to 27th	10,832	
	Wall	7th to 8th	869	
	Coates	10th to 11th	979	
	10th *a*	Broadway to Central	1,625	
	May	5th to 6th	1,100	
	Wyandotte	4th to 5th	1,200	
				16,611
1891	Broadway *a*	10th to 11th	2,482	
	Campbell	8th to 9th	931	
	Cherry	26th to 31st	12,212	
	Olive	Independence Ave. to 18th	19,198	
	Ferry Ave	Oliver to Prospect Ave	2,005	
	St. John's Ave	Walrond to Monroe Ave.	9,314	
	10th	Olive to Prospect Ave	2,406	
	18th	Prospect Ave. to Ind. Ave.	8,593	
				57,141
1892	9th	Delaware to Broadway	3,642	
	Main	Missouri Ave. to 7th	2,464	
	Main	7th to 12th	8,009	
	Delaware	4th to 9th	8,087	
	Walnut	9th to 12th	4,463	
	Walnut	13th to 16th	6,596	
	8th	Pennsylvania to Jefferson	1,068	
	11th	Main to Grand	2,029	
	5th	Walnut to Grand	524	
	Prospect	Indiana Ave. to 12th	11,282	48,164
				211,911

WESTPORT, MO.

1892	Warwick	35th to 43d		20,133

WYANDOTTE, KAN.

Year.	Street.	Limits.	Sq Yds.	Total.
1888	6th	Minnesota to Orville		9,177
1889	Minnesota Ave. *e*	4th to 8th		18,857
1890	5th	Minnesota to Armstrong		1,018
				29,052

WICHITA, KAN.

1889	Market	English to Elm	16,478	
	First	Market to Main	1,287	
				17,765
1890	Main	Lewis to Park		38,411
				56,176

ST. LOUIS, MO.

1883	Pine *e*	19th to Grand Ave.	31,638	
	Locust *e*	17th to Leffingwell	19,073	
	Locust *e*	Ewing to Compton	6,703	
				57,414
1885	Locust *e*	14th to 17th	5,546	
	Locust *e*	Compton to Ware	5,236	
	Leonard *e*	Olive to Locust	922	
	Cardinal *e*	Chestnut to Olive	2,415	
	Garrison *e*	Chestnut to Locust	3,547	
	Ewing *e*	Chestnut to Locust	3,536	
	Leffingwell *e*	Chestnut to Locust	3,533	
	Beaumont *e*	Chestnut to Locust	2,064	
				26,799
1888	Locust *g*	Leffingwell to Ewing		2,038
1893	Chestnut	20th to Jefferson	7,748	
	Olive *e*	Vandeventer to Boyle; Boyle to Taylor	17,125	24,873
				111,124

LOUISVILLE, KY.

1883	1st *e*	Broadway to Jefferson	11,640	
	3d *e*	Broadway to Kentucky	11,507	
	8th *e*	Broadway to Walnut	7,666	30,813
1884	4th *e*	Kentucky to Weissenger Av.	5,960	
	1st *e*	Jefferson to Main	2,576	
	8th *e*	Walnut to Jefferson	4,189	12,725
1885	2d *e*	Main to Jefferson		3,314

LOUISVILLE, KY.—Continued.

Year.	Street.	Limits.	Sq. Yds.	Total.
1889	Broadway.....a	1st to Jackson, south side.	5,473	
	Broadway.....a	Jackson to Campbell, south side	6,915	
	Walnut.....e	1st to 3d	1,577	13,965
1890	Broadway.....a	1st to Jackson	5,617	
	Broadway.....a	Jackson to Campbell	4,092	
	Broadway.....a	11th to 13th	3,761	
	Walnut.....e	3d to 8th	3,857	
	Chestnut.....a	Jackson to 3d	5,828	
	Chestnut.....a	3d to 11th	6,228	
	4th.....e	Chestnut to Kentucky	7,807	
	4th.....	Weissenger to Magnolia	1,581	
	3d.....	Intersection Lee	116	
	3d.....d	Kentucky to Shipp	25,790	64,677
1891	First.....e	Oak to Ormesby Ave.	.....	3,521
				129,015

New Orleans, La.

Year.	Street.	Limits.	Sq. Yds.	Total.
1884	St. Charles	Lee Place to Louisiana	40,473	
	Exposition Ground		11,157	51,630
1885	St. Charles	Louisiana to Carrolton	59,188	
	Jackson	Prytannia to Coliseum	3,869	
	Poydras	Magnolia to Rampart	8,657	71,714
1886	Jackson	Coliseum to Magazine	.....	2,196
1887	Jackson	Magazine to Annunciation	5,422	
	Jackson	St. Charles to Baronne	4,688	
	St. Andrew	Magazine to St. Charles	5,840	
	Baronne	Canal to St. Joseph	10,357	26,307
1892	Front of I.C.R.R. Dpt.	Rampart to Howard	.....	912
				152,759

a Trinidad Asphalt, laid in place of Wood.
b " " " " Stone.
c " " " " French Rock Asphalt.
d " " " " Coal Tar and Vulcanite.
e " " " " Macadam.
f " " " " Asphalt Blocks.
g " " laid on Macadam foundation.
h " " " Stone block foundation.
i " " " Coal Tar foundation.
j " " " Asphalt block foundation.

TESTIMONIALS.

THE mass of testimonials has increased so largely in the last few years that the annual pamphlet was becoming excessive in bulk, and it is now possible to use only a few of the more important ones. Chief among the testimonials are certain incontestable facts, as follows:

1st.—*No asphalt pavement laid by The Barber Asphalt Paving Company in the United States has ever been replaced by another form of pavement.*

2d.—*The Barber Asphalt Paving Company has taken up other pavements and replaced them with Trinidad Asphalt Pavement to the following extent:*

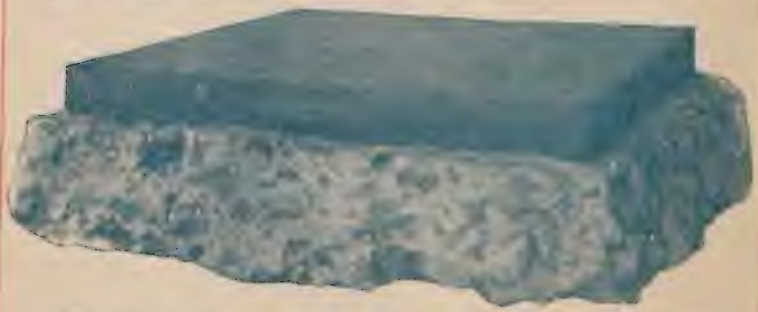
Wood,	504,784	square	yards.
Stone,	798,837	"	"
French Rock Asphalt,	33,906	"	"
Coal Tar and Vulcanite,	87,527	"	"
Macadam,	679,647	"	"
Total,	2,104,701	"	"

The localities where this substitution has been made are noted in the preceding list of streets.

3d.—*The Barber Asphalt Paving Company has laid its Trinidad Asphalt Pavement upon Macadam, Stone block and Asphalt block foundation to the following extent:*

Upon old Macadam foundation,	220,075	square	yards.
" " Stone Block "	200,396	"	"
" " Asphalt " "	30,598	"	"
Total,	451,069	"	"

4th.—The following cut is a photograph of a piece of Trinidad Asphalt Pavement taken out of Linwood Avenue, in Buffalo, after six years' constant use.



The photograph was taken in 1888, but the pavement is now (1893) in the same perfect order as when the photograph was taken.

I cheerfully recommend the introduction of asphalt pavements to localities desiring good streets.

GROVER CLEVELAND,
Mayor of Buffalo.

I regard the asphalt pavement as the cheapest and best.

W. J. TWINING,
Engineer Commissioner of Washington.

This pavement is the best adapted of any yet devised for streets where the grade is not too steep, and which are not subject to very heavy business traffic.

H. G. WRIGHT,
Chief of Engineers U. S. Army.

I was a member of a commission which selected your pavement for covering Pennsylvania Avenue, Washington, D. C., in 1876, as the best known pavement for the purpose, and nothing has occurred since then to change my opinion that the selection was a wise one. I would make the same selection to-day if the question were before me.

Very truly yours, Q. A. GILLMORE,
Colonel of Engineers, U. S. Army.

In purely residential streets and in some streets where the buildings are exclusively occupied for offices, and where wagon traffic is not too heavy, a good asphalt pavement is the most suitable.

THOS. F. GILROY,
Commissioner of Public Works, New York.

The most satisfactory, cleanly, and durable pavement we have ever possessed.

WILLIAM B. SMITH,
Mayor of Philadelphia.

The asphalt pavement on Ashland Avenue is in fine condition and gives general satisfaction, even the former opponents of the asphalt pavements now giving in their adhesion. It is noiseless, except from the clatter of horses' feet, and gives every indication of being durable.

CARTER H. HARRISON,
Mayor of Chicago.

I take pleasure in stating that your company paved Ashland Boulevard in the summer of 1888, using as a foundation the old macadam bed, levelling up where necessary with concrete. Ashland Boulevard is one

5th.—The following photographs show the average Belgian block pavement in New York, and a street paved with asphalt by The Barber Asphalt Paving Company.

STONE PAVEMENT,
MADISON AVENUE, COR. 45TH STREET, NEW YORK.
1889.

VANDERBILT AVENUE, NEW YORK.
GENUINE TRINIDAD ASPHALT PAVEMENT, LAID BY THE BARBER ASPHALT PAVING CO.,
AUGUST, 1898.

For promptness in reaching fires with safety to horses and apparatus, we invariably take the asphalt. There is less wear and tear to them, and I consider the asphalt superior to the stone or granite.

FREDERICK HORNUNG,
Chief Engineer Fire Department, Buffalo, N. Y.

In every respect I consider the asphalt pavement superior to any other in reaching a fire. The reason is that in the fire service, from the very nature of the business, time is important and should not be lost.

MARTIN CRONIN,
Chief Engineer Fire Department, Washington, D. C.

Extract from Report of Thomas F. Gilroy, Commissioner, Department of Public Works, New York.

In the residential portions of the city, and in the vicinity of schools, hospitals and similar public institutions, as well as in streets where buildings are exclusively occupied for office purposes, the jarring noise of wagon traffic over stone block pavements is very objectionable, and the need of a smooth, clean, noiseless, and at the same time durable pavement had long been felt. The field from which to choose such a pavement was practically confined to the asphalts, the wood and the macadam. The experiments with wood pavements in this city had been very unfortunate, and it seemed to be the general opinion that they are not suitable to our conditions of street traffic and climate. The macadam roadways, built about twenty years ago in the upper part of the city, in then suburban surroundings, furnished palpable evidence that with the transformation of surroundings from the suburban to the urban, and the consequent change in the character and volume of wagon traffic, macadam pavement becomes unsuitable and objectionable in many ways. There had also been, in preceding years, considerable hesitation about adopting asphalt pavements to any considerable extent, the principal objections being slipperiness, want of durability and expensiveness. In recent years, however, asphalt pavements had been more extensively used in the large European cities, and some of the cities in this country, notably the national capital and the city of Buffalo, in this State, and the tests of time and wear which they had undergone gave a substantial basis for judgment as to their qualities. The judgment arrived at was, that with proper composition of materials and proper methods and workmanship in laying them, they combine the qualities of smoothness, cleanliness and noiselessness, with a fair degree of firmness and durability under ordinary traffic in city streets, and that in respect to slipperiness they compare not unfavorably with other kinds of pavements, and present safe foothold for horses.

The best and most favorably known asphalt pavements were therefore adjudged to meet the requirements of residential streets in this city, to a greater degree than any other known and tried pavement.

The following sentiments are extracts from over two hundred interviews, published by *The Denver* (Colo.) *Republican*, February 28, 1892:

C. P. WICKES, Grocer, 402 16th Street:—I am thoroughly satisfied with the asphalt paving on 16th Street. It has benefited business along the street; there can be no doubt about that. I prefer asphalt to stone.

L. HARRISON, Tailor, 636 16th Street:—I prefer asphalt to stone. The asphalt pavement has certainly benefited us in a business way.

W. H. WORSLEY, Dry Goods, 600 16th Street:—I am satisfied with the asphalt paving, and it has certainly increased business along the street. Prefer asphalt to stone.

L. H. FLANDERS, Flanders Dry Goods Co., 720 to 738 16th Street:—We are well pleased with the pavement. It has improved business. I prefer asphalt.

A. J. WARD, Manager of Dahl's Pharmacy, corner of 15th and Cheyenne streets:—I like asphalt. It makes one of the nicest pavements we could have. Business is getting better right along, for people can now get around.

ROBERT F. OHLIN, Manager for Vote & McWhirter, Cabinet Makers, 715 15th Street:—We are satisfied with asphalt. Business has certainly been heavier than before paving; probably three times so. Asphalt stands heavy traffic, and is durable.

From a large number of testimonials from prominent citizens of Buffalo, the following is selected:

CHARLES W. MILLER, the leading local livery man and transfer agent, who owns 180 horses and 120 vehicles, says: "I would rather have a rig of mine travel 20 miles over asphalt than five miles over stone. If the entire city were paved with asphalt, it would save me $5,000 a year in wear and tear and repairs, and would increase the pleasure-driving five-fold. I have yet to learn of any evil effect upon horses traceable to asphalt. If any amount of money would secure the Barber Pavement on every street within the city limits, I would willingly subscribe $5,000 toward that end, besides paying my local assessments."

COMPARATIVE EFFECT OF STONE AND ASPHALT PAVEMENTS ON HORSES' FEET.

M. P. KEY, one of the Agents of The Humane Society of Washington, D. C., reported, during the monthly meeting (March, 1892), of having thoroughly investigated the condition of the horses on the Washington and Georgetown street-car line, which has replaced stone with asphalt between its tracks, and that of the horses on the lines which still have stone pavements, with the result of finding a very much better condition from the use of the asphalt.

The Barber Asphalt Paving Co.

A. L. BARBER, Chairman Board of Directors.
F. V. GREENE, President.
E. B. WARREN, Vice-President.

D. O. WICKHAM, Treasurer.
J. C. ROCK, Secretary.
F. J. BRISTOL, Assistant Secretary.

General Offices:

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WASHINGTON BUILDING, No. 1 Broadway, ... NEW YORK.

CHIPPEWA ST., BUFFALO, N. Y.
LAYING ASPHALT ON THE CONCRETE.

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LOUISVILLE, ... 38 Bull Block.